

Mr. Chairman and members of the Senate Transportation Committee, thank you for allowing me to speak in favor of House Bill 1252.

My name is Justin Kristan, I am the Founder and Executive Director of the North Dakota Active Transportation Alliance, North Dakota's only statewide active transportation advocacy organization (a registered 501c3 charitable non-profit) and have been an avid bicyclist since 1982. I have been a member of the League of American Bicyclists since 2004 and have been a certified League Cycling Instructor (LCI) since 2004. The LCI certification course is a three-day course which prepares an individual to teach adults and children the skills necessary to operate their bicycles on roadways safely and legally. I also hold a Master's Degree in urban and regional planning with a specialization in bicyclist and pedestrian planning and facility design.

I have driven my bicycle for recreational and utilitarian purposes since 1982 and have seen and heard many different perspectives about bicycling through the actions of motorists and non-motorists alike. Most of the interactions I have had with motorists and non-motorists have been very respectful. Through their actions they have shown much understanding of my physical limitations as a bicyclist. All roadway users are not created equal.

House Bill 1252 is a recognition of the fact that all roadway users are not created equal and should not be treated equally for the purposes of safety and equity. House Bill 1252 does not suggest reckless or deviant behavior. It intends to recognize the physical effort involved in driving a bicycle and the vulnerability a bicyclist faces at stop sign controlled intersections. House Bill 1252 places an expectation upon bicyclists that they will operate their bicycles safely and with their full attention. North Dakota Century code recognizes reckless operation of vehicles on roadways. Bicyclists are subject to these laws. House Bill 1252 does not release bicyclists from reckless driving laws.

House Bill 1252 is an opportunity to align North Dakota's recent active transportation planning efforts which are some of the most innovative in the United States, (see NDMoves, North Dakota's Statewide Active and Public Transportation Plan, adopted April 2019) with innovative and equitable consideration of all roadway users with the intent to increase safety and equity on North Dakota roadways.

I urge the Senate Transportation Committee and stakeholders to support a “do pass” recommendation for House Bill 1252 for the purpose of increasing safety and equity on North Dakota roadways for bicyclists.

Thank you for the opportunity to testify in favor of House Bill 1252.

Respectfully,

Justin Kristan,

Founder and Executive Director,

North Dakota Active Transportation Alliance

A 501c3 charitable non-profit